

## MEMORIES OF THE EMDEN

*Most Famous Of All The Raiders*

GERMAN raiders are on the high seas again, as they were in 1914, but it seems that their methods are vastly different from those of the former campaign. Nor have the present raiders been so successful — so far.

Most famous of all raiders from the last war was the *Emden*, which was finally caught off Cocos Island by the Australian cruiser, *H.M.S. Sydney*. After a running fight, in which the enemy ship was pounded to scrap, she was run on a reef by her commander, Captain Karl von Müller, to avoid capture. The *Emden* raided for three months, captured twenty ships, destroyed cargoes worth millions of pounds, sank a Russian cruiser and a French destroyer, sent 74,000 tons of shipping to the sea bed, and spread panic through India. She paid one call at the island of Diego Garcia, discovered that the few inhabitants had no idea that war was in progress, and told them that their ship was taking part in giant manoeuvres by the combined British, French, and German fleets. After being entertained they sailed away to continue their raiding expedition, which has not been equalled since the days of Paul Jones.

### Truth And Some Fantasies

All sorts of fantastic stories have been written about the adventures of the *Emden*, but most of them are pure invention, written at the height of war fever. Prince Franz Josef, second torpedo officer, and Captain von Mücke have written their accounts of the ship's adventures, thereby disproving many of the fantasies.

When war broke out the *Emden* was in harbour at Tsingtao, China. Von Müller, a Prussian of the old school, put to sea. His first prize was a Greek coal vessel, which he captured by disguising the *Emden* as a British warship, an extra funnel being built with the aid of decking. From then on began

an amazing series of adventures, in which von Müller captured, crippled and sank ships of all sizes as he cruised about the Indian Ocean. At one stage he was quite near the Australian convoy transporting troops to Egypt. Von Müller used tricks of every kind to decoy the enemy, but when he fought he always did so under his own flag.

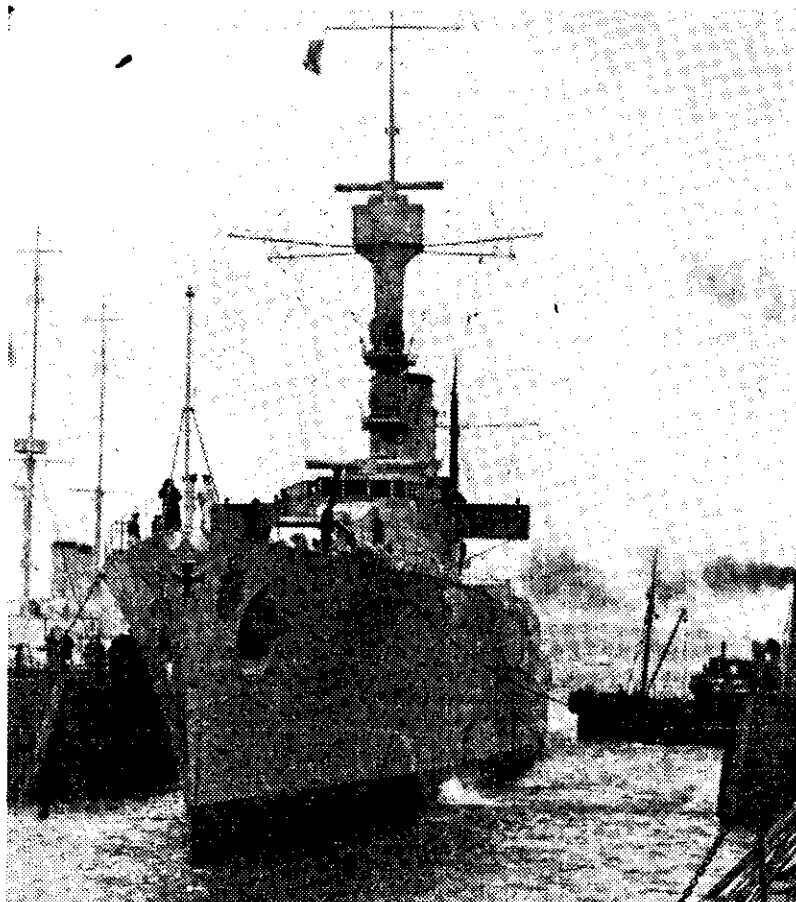
### Loss of Life

It is popularly supposed that not one person was killed during the *Emden*'s raids, but this is not true. When the Russian warship *Jemtschung* was sunk in Penang Harbour, in one of von Müller's most audacious exploits, many lives were lost. The Russian was torpedoed at 380 yards under cover of darkness, and then the guns were turned on the men's quarters "in order," says Prince Franz Josef, "to kill as many as possible before they could get to the guns." Many lives were also lost when the French torpedo boat, *Mousquet*, was sunk. The French captain showed remarkable bravery. Although his legs had been shot away he had himself lashed to the bridge so that he would go down with his ship.

For the most part captive crews lived royally on the *Emden*, for the larder was nearly always full of booty taken from the ships before they were sent to the bottom. Kittens, pigs, lambs, a pigeon and geese had the run of the ship, and there was a band concert in the afternoon when the chase slackened. At one stage von Müller ordered an extra meal to be served, as there was so much food on board.

### Amazing Escape

Just before *H.M.S. Sydney* engaged and destroyed the *Emden*, a landing party, under von Mücke, had gone ashore to destroy the wireless plant on Cocos Island. They had just succeeded in doing so when the fight with the *Sydney* began. It was impossible to get the men on board, so they watched the



"A NEW and stronger *Emden* will be built, on whose bows the Iron Cross will be placed in memory of the old *Emden*"—the new *Emden* when she visited Auckland

battle from land. Then, when the end came, they commandeered a tiny copra schooner, the *Avesha*, and made for the open sea. There were three officers and 47 men in von Mücke's party. After a series of adventures as amazing as anything from the realms of Jules Verne, they returned to Germany via the Red Sea, Palestine, and Turkey, suffering extreme hardship and avoiding capture by the most extraordinary means.

Von Müller was captured on his ship and was interned at Malta for five years, along with those of his officers and men who were saved.

The whole world paid tribute to von Müller's skill and courage. To the people of the town of Emden, in Germany, the former Kaiser sent a message that "a new and stronger *Emden* will be built, on whose bows the Iron Cross will be placed in memory of the old *Emden*."

## FOR SERVICE AND SAFETY

KHAKI, which in Hindustani means mud or dust, will again be the military colour for all occasions during the present war period.

Peace-time full-dress and mess-dress uniforms, those bright scarlet and blue notes of colour so attractive at official functions, will be packed away in moth-balls until hostilities cease.

It is interesting to recall that India gave us khaki. During the Indian Mutiny a body of volunteer cavalry was formed by the Government and called "Khaki Risala," because of the colour of the uniforms they wore. Until then the white uniform had been worn, but it was too conspicuous, so someone thought of dipping it in an ochreous substance, rather like the colour of the Indian

landscape. Constant washing resulted in a most unsoldierly patchy garment, but later a permanent dye was used and produced the colour so familiar to-day.

The Duke of Connaught, god-son of the Duke of Wellington, who is 89 years of age, introduced khaki into the British Army. When he was serving with the British Forces in Egypt in 1882 he was so impressed with the appearance of the Indian contingent that he wrote to the War Office suggesting that the colour be adopted for field service by all ranks. Queen Victoria did not agree with her son, and compared the uniform unfavourably with the traditional red which was worn by the soldiers of the line at that time. But the Duke won, and when the Guards went back to Egypt in 1884 for

the Gordon Relief Expedition they wore khaki and have done so ever since.

### Colour Protection

The question of colour has always exercised the minds of European military authorities. It was thought that khaki might be specially suitable for barren countries and sandy wastes, but not for the verdant and tree-covered countryside of Europe, where a drab uniform might make too much of a contrast. Dull bluish-green was thought to be more suitable. However, khaki has proved satisfactory for all conditions—the green fields of Europe; the mud of Flanders; the hillsides of India; and the desert wastes of Egypt. It has stood all the tests, including invisibility. Against an emerald green hill khaki uniforms merge with the ground, men on the move being less conspicuous than those dressed in the German field grey or French *bleu d'horizon*.

The British War Office has recently placed orders worth £1,000,000 for khaki cloth, and mills are working overtime in England, as they are in New Zealand. The first khaki serge made in England came from Wellington, in Yorkshire, the town from which the Duke of Wellington took his title.

Khaki is also the basic colour for camouflage—that cunning method of disguising as much as possible field artillery, transport lorries, and other impedimenta of an army. During the last war camouflage reached a high pitch of perfection, a zig-zag design in khaki and dark fern, painted on the guns and vehicles made them resemble as nearly as possible the country in which they were situated. Huge areas of scrim were similarly painted and used in France during the last war for screening roads, gun emplacements, dumps and sections of trenches, and even that flimsy disguise gave the soldiers a nice sense of security on more than one occasion.